

Senator PELL's life has continued a long and honorable family tradition of service. His father, Herbert Claiborne Pell, was a Congressman and a Democratic State chairman before serving as U.S. Minister to Portugal and Hungary. Other Pell family ancestors include five Members of the Senate or House of Representatives, one of whom, George M. Dallas, also served as Vice President of the United States from 1845 to 1849, during the term of President Polk.

Senator PELL began his own lifetime of service when he was just 22 years old. In 1940, after graduating cum laude from Princeton University, he went to Europe to try and help concentration camp inmates. For his efforts, he was arrested not once but several times by the Nazis. He has never ceased his efforts to assist the suffering. This has been a guiding principle of his service on the Senate Foreign Relations Committee, and underlies the truth of his acknowledged creed as a Senator: "Translate ideas into action and help people." CLAIBORNE PELL has long lived that precept. Four months before Pearl Harbor, he enlisted in the Coast Guard. As an enlisted man and then officer, he was posted to duty stations in the North Atlantic and Sicily. He remained in the Coast Guard Reserve after the war, attaining the rank of captain before retiring in 1978.

After the war, Senator PELL turned his intellect and energies from the waging of war to the building of peace, participating in the San Francisco Conference that established the United Nations. He then served 7 years in the State Department, representing the United States as a Foreign Service officer in Czechoslovakia and Italy. Just as I carry a much-thumbed copy of the Constitution in my shirt pocket, Senator PELL carries in his hip pocket a copy of the United Nations Charter. Wherever you see Senator PELL, you can say, "There goes the United Nations Charter."

His passion for peace, born from a tradition of diplomacy and tempered by the brutality of the Nazis and the anguish of world-consuming war, has honed his character and shaped his subsequent legislative legacy.

As elegant in his reasoning as he is in his person, Senator PELL has been a key player in the passage of many pieces of landmark legislation during his years in the Capitol. As befits his background of education and diplomacy, Senator PELL's accomplishments in the fields of education and arms control are most notable, but he also has been instrumental in authoring or ensuring passage of legislation supporting rail travel, curtailing drunk driving, and promoting cultural activities. He is the originator of the High Speed Ground Transportation Act to improve passenger rail service. He is also a founding father of the National Endowment for the Arts and the National Endowment for the Humanities, having served as the principal Senate

sponsor of the legislation that created these entities in 1965.

As chairman of the Senate Committee on Foreign Relations, Senator PELL has been influential in securing the passage of major arms control treaties, including the Intermediate Nuclear Forces Treaty that reduced the nuclear arsenals of the Soviet Union and the United States, a treaty to prohibit the deployment of weapons of mass destruction on the sea floor, and a treaty prohibiting the use of environmental modification techniques as weapons of war. I feel certain that he regrets that this, his final session of Congress, will end without the ratification of the Chemical Weapons Convention, the passage of which he has labored so mightily and so long to secure.

Senator PELL's longstanding commitment to universal human rights lends passion to his efforts to stem the spread of chemical weapons as well as to other efforts. He has been a steadfast advocate for diplomacy and multilateral solutions that avoid armed conflict, as well as a strong voice for justice when crimes have been committed against humanity. He opposed the Vietnam war, opposed the gulf war, and called early for the establishment of a war crimes tribunal in Bosnia, just as his father had called for the Nuremberg tribunals after World War II.

On the home front, Senator PELL's appreciation for the benefits of education resulted in perhaps his best known legacy, the Pell grants for education. In 1972, Senator PELL won passage of legislation establishing basic educational opportunity grants. This grant program, which provides assistance directly to low- and middle-income college students, was renamed the Pell Grant Program in 1980, in recognition of Senator PELL's leadership in making college more accessible to deserving students.

Education is the hope of the future, the basis on which civilized society rests. Senator PELL has been active in furthering that principle in his service as chairman and ranking member on the Education, Arts and Humanities Subcommittee of the Labor and Human Resources Committee. He also authored the National Sea Grant College and Program Act of 1966, and he has been instrumental in supporting vocational and special education programs. These efforts, again, illustrate the credo that he has lived by, translating ideas into actions that help people. +

I will now refer to John Milton and his great work, *Paradise Lost*, which was written after he was totally blind.

In his work, "Of Education," John Milton (1608-74) wrote:

I call therefore a complete and generous education that which fits a man to perform justly, skillfully and magnanimously all the offices both private and public of peace and war.

By those standards, Senator CLAIBORNE PELL can surely be judged a

well-educated man. He has served justly, skillfully, and magnanimously as a human rights activist, soldier, diplomat, businessman, and legislator. He has done so all of his life, as a private citizen and as an elected official. In doing so, he has educated and informed all of us by his example.

Senator PELL has never let his passions override his reason or his courtesy. He has never let the passions of the moment override his principles. And in a time when public service has been belittled and derided, he has never stopped striving to the best of his considerable ability to make the world a safer, more civilized, more educated place.

I think of CLAIBORNE PELL as Mr. Integrity. There is not a false word that he has ever knowledgeably spoken. His word is as good as his bond. His handshake is as good as his bond. And to Mr. Integrity I say I wish him well as he leaves us to enjoy a much-deserved retirement with his lovely wife Nuala and his family.

#### RETIREMENT OF SENATOR PAUL SIMON

Mr. BYRD. Madam President, as we here in the Senate complete our work in the waning days of the 104th Congress, I would like to take just a few minutes now to note the retirement of Senator PAUL SIMON, one of the finest public servants it has been my privilege to know. Although Senator SIMON is leaving us at the conclusion of only his second term, his accomplishments and his work in the Senate are representative of those who have served far more years.

Anyone who knew PAUL SIMON as a young man must have known that this was someone who was going somewhere, was going to go beyond the norm, someone who was going to succeed despite his modest beginnings.

Consider, for example, that at the tender age of 19, an age when few young men possess the maturity and the passion necessary for such an undertaking, Senator SIMON began his career when he bought the *Troy Tribune* in Troy, IL, thus becoming the youngest editor-publisher in the Nation. There he made a name for himself by leading a crusade against local crime figures and machine politicians. Eventually expanding his business to a chain of 14 weeklies, Senator SIMON's dedication to the principles of free speech and political reform were solidified as a result of his firsthand experience.

Following his service in the U.S. Army Counterintelligence Corps, which included an assignment along the Iron Curtain during the height of the cold war, the young Senator-to-be returned to the United States and entered legislative politics by winning election to the Illinois House of Representatives in 1954.

Madam President, as a clear signal of the political reformer he intended to be, Representative PAUL SIMON was one

of the first legislators to publicly release his personal financial data, a practice that he has observed ever since. After 8 years in the House, PAUL SIMON moved to the Illinois Senate where he again served with distinction. In addition to gaining invaluable experience in the State legislature, Senator SIMON's illustrious career also includes service as his State's Lieutenant Governor, as a teacher at both Sangamon State University in Springfield and the John F. Kennedy School of Politics at Harvard University and as a U.S. Congressman in the House of Representatives.

I believe that the public life of PAUL SIMON will best be remembered for the passion and the integrity that he brought to his work in the Senate. Let us not forget that it was our colleague from Illinois who was the Senate's lead sponsor of the direct student loan program which President Clinton has cited as one of the major legislative achievements of his Presidency. Let us not forget that it was PAUL SIMON who led the way and won passage of the National Literacy Act, a bill that created national and State literacy centers to improve the education of adults. And let us not forget that it was our same soft-spoken friend who championed the School-to-Work Opportunities Act so that those young citizens who may not go on to college are not left behind. And let us not forget that it was the former newspaper man, for whom the first amendment has always had special meaning, who was willing to take on the broadcast networks and lead the fight to curb television violence.

Despite these numerous accomplishments, I personally will remember with eternal respect and admiration the degree of passion and intellectual intensity that Senator SIMON brought to our several debates over the balanced budget constitutional amendment. Since entering this body in January of 1985, no one has been more outspoken on the need for a constitutional amendment requiring a balanced Federal budget than has my friend, PAUL SIMON.

Of course, no one has opposed it with more intensity than I have opposed it, but that does not gainsay the fact that he was a very worthy protagonist and supporter of that amendment.

Now, Paul—not PAUL SIMON, the Apostle Paul—in his epistle to the Philippians said, and I read from chapter 4, verse 8:

Finally, brethren, whatsoever things are true, whatsoever things are honest, whatsoever things are just, whatsoever things are pure, whatsoever things are lovely, whatsoever things are of good report; if there be any virtue, and if there be any praise, think on these things.

Madam President, as I look at that bit of Scripture which has been given to us by the Apostle Paul, I think of its application to the life of PAUL SIMON—PAUL SIMON. Paul the Apostle said, "Whatsoever things are true, whatsoever things are honest, whatsoever things are just." I think these typify

the life and actions of PAUL SIMON. He is true; he is honest. I cannot even imagine PAUL SIMON ever doing a dishonest thing or ever having spoken an untrue word or ever having acted other than in a just and upright manner. So the Apostle Paul may very well have been speaking of PAUL SIMON and others like him.

So throughout it all, Madam President, the hours upon hours that we spent in this Chamber debating the balanced budget amendment and others, I never once saw PAUL SIMON exhibit any rancor, never once did he waver in his commitment to his cause, and I can say truthfully that in all of my 44 years in the Congress of the United States I have never faced a more affable, a more sincere opponent than I have faced in the likes of the senior Senator from Illinois.

PAUL SIMON has served his country as a journalist, editor, businessman, soldier, teacher, and legislator. In each of these endeavors he has always undertaken his work skillfully, fairly, and with a degree of integrity and honesty that has been an inspiration to us all. As he prepares to leave the Senate and return to his beloved State of Illinois, I offer this remarkable American my gratitude for his fairness and good fellowship. He is, indeed, the happy warrior, and I extend my best wishes to him, and so does Erma, my wife—to him and to his lovely wife, our best wishes, by saying thank you and good luck to our friend from the State of Illinois.

Madam President, I yield the floor.

The PRESIDING OFFICER. Who seeks recognition? The Senator from New Mexico.

Mr. BINGAMAN. Madam President, first let me compliment my colleague, the Senator from West Virginia, on the eloquent statements he has made with regard to our colleagues here. He speaks with great eloquence and feeling about both Senator PELL and Senator SIMON. Obviously, I join him in the accolades that he is heaping upon both of those Senators. They are certainly deserving.

(The remarks of Mr. BAUCUS and Mr. BINGAMAN pertaining to the introduction of S. 2123 are located in today's RECORD under "Statements on Introduced Bills and Joint Resolutions.")

Mr. BAUCUS. Madam President, I yield the floor and suggest the absence of a quorum.

The PRESIDING OFFICER (Ms. SNOWE). The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. PRESSLER. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

#### AIRLINE SAFETY

Mr. PRESSLER. Madam President, this morning we had excellent testimony in the Commerce, Science, and

Transportation Committee from a number of witnesses who represented the families of airplane crashes. I believe we had five or six unfortunate airplane crashes. We also had other representatives of next of kin there at the Commerce, Science, and Transportation Committee. It was a very moving hearing.

I want to commend the witnesses who appeared. I also want to say that it is time we act in terms of designating the National Transportation Safety Board as the responsible agency in terms of what happens after an airplane crash. We hope there are no airplane crashes. That would be an ideal situation. Whether it is a small crash or a big crash, inevitably in human history there will probably be some.

We want the next of kin to be taken care of and notified in a sensitive and organized way. This is not entirely the fault of the airlines, as was pointed out in the balance of the testimony we received. In the past, the rules have not been clear as to who is in charge. Some of the manifest problems in the past have arisen because of different practices. Sometimes passengers will get off a plane at the very last minute, even after having checked in.

In fairness to the airlines, there has been some uncertainty. Now we have an opportunity to set up a system, working with the Gore Commission, and I am pleased to be designated to be a liaison to the Gore Commission, plus the FAA bill that is before the Senate. This afternoon at 3:30 I believe the conferees on the FAA bill will be meeting, and part of that will be to be sure the National Transportation Safety Board is designated as the agency with the responsibility and the proper equipment, funding and personnel to deal with families and next of kin, and to work with our airports and our airlines in times of emergencies.

Let me commend the National Transportation Safety Board, because under the leadership of Jim Hall, I believe they have been doing an excellent job with their responsibilities. I am glad they are willing to assume this additional responsibility of being the lead agency, of taking the lead, in terms of dealing with families and next of kin and notification and counseling and so forth in times of an airplane crash.

Let me also say a word about some of our smaller airports and some of our smaller airplanes. We want to be sure they are safe for the flying public. Many of our people do not live at a hub airport. A hub airport is a central airport such as New York, Minneapolis, or Denver. Over half of the airline passengers in this country originate at small airports, on smaller planes. We certainly want to make them safe and reassure the flying public of their safety. However, we cannot get into a real expensive situation. We have to find some of the new devices, see they are brought in line and manufactured in large numbers, so we can find reasonable ways to achieve air safety.